

NM 39/02

COAST PILOT CORRECTIONS

COAST PILOT 1 32 Ed 2001 Change No. 14
LAST NM 37/02

Page 219—Paragraph 30, lines 10 to 16; read:
the outer end by a daybeacon. In July-September 1999, the
controlling depth in the natural channel was 5.9 feet to Brim-
stone Point about 1.8 miles above the entrance, thence a mid-
channel controlling depth of 2.6 feet to Cow Island, thence
the basin northwest of Cow Island had depths of 3 to 5 feet
surrounding the bare mudflats in the middle of the basin; the
area in the vicinity of the submerged pilings at the southeast
end of the flats should be avoided. The bar is subject to
change; local knowledge is ...
(CL 503/01; BPs 173764-67) 39/02

Page 261—Paragraph 181, line 3; read:
of 20 feet, and the Chelsea Street Bridge, 0.8 mile upstream,
has a ...
(CL 1137/02) 39/02

COAST PILOT 2 31 Ed 2001 Change No. 18
LAST NM 37/02

Page 160—Line 15; read:
Narragansett Bay Entrance Lighted Whistle Buoy
 (41°23'00"N., 71°23'24"W.) is at the north end of the separation zone and is equipped with a racon.
 (33/02 CG1; LL/02) 39/02

Page 184—Paragraph 182, lines 2 to 3; read:
closely, as a depth of about 6 feet is found near its end. An-
chor eastward or northeastward of ...

Page 274—Paragraph 195; read:
In June 2002, an obstruction was reported about 1.4 miles southward of the bridge in about 40°35'00"N., 74°02'16"W.
(CL 1262/02; NOS 12402) 39/02

Page 290—Paragraph 58, line 3; read:
main channel has a clearance of 139 feet. The 470-foot east
and ...
(33/02 CG1) 39/02

COAST PILOT 5 29 Ed 2002 Change No. 22
LAST NM 37/02

Page 261—Paragraph 54, lines 3 to 4; read:
entrance is marked by lights and daybeacons. In February-
March 2002, the controlling depth was 7.2 feet from the ...
(CL 567/02) 39/02

(NAVAREA X 5/02) 39/02

Page 387—Paragraph 188, line 4; read:
highway bridge just S of the bridge remains in ruins. In May
2002, a replacement fixed highway bridge with a design
clearance of 65 feet was under construction just N of the

COAST PILOT 5 (Continued)

highway bridge. There are marinas ...
(CL 1060/02; 21/02 CG8) 39/02

COAST PILOT 5 29 Ed 2002 Change No. 23

Page 218—Paragraph 328, lines 5 to 6; read:
the channel approach. In February 2002, the reported controlling depth was 1.2 feet in the approach channel to Light 6; thence in ...
(CL 1352/02) 39/02

Page 227—Paragraph 75, lines 5 to 8; read:
available from Tampa Bay Pilots, 1825 Sahlman Drive, Tampa, Florida, 33605; telephone 813-247-3737; FAX 813-247-4425; telex 441350. Copy all ETAs to Tampa Bay Pilots by telex or FAX. The office is in Tampa. The pilot station is ...
(CL 1587/02) 39/02

Page 262—Paragraph 60, lines 6 to 13; read:
lights and a **123°35'** lighted range. The S side of the anchorage area is marked by daybeacons. (See Notice to Mariners and latest edition of the chart for controlling depths.) A barge channel extends 1.2 miles W from the head of the turning basin. In July 2001, the controlling depth was 7.2 feet (11.8 feet at midchannel). A fixed highway bridge with a clearance of ...
(CL 1585/02; CL 1751/01) 39/02

Page 268—Paragraph 173; read:
Horn Island Pass Lighted Whistle Buoy HI
(30°08'30"N., 88°34'40"W.) marks the approach to Horn Island Pass.
(49/01 CG8; LL/02) 39/02

Page 268—Paragraph 182, line 3; read:
Horn Island Pass Channel Buoy 10 (30°11'45"N., 88°31'21"W.).
(49/01 CG8; LL/02) 39/02

Page 291—Paragraph 120, lines 4 to 6; read:
Sound is protected by jetties. In June 2002, the controlling depth was 8 feet across the bar in Breton Sound; thence in 1997-March 2002, 11 feet to the Mississippi River. The channel is marked by ...
(DD 3077; DD 2839) 39/02

Page 320—Paragraph 248, lines 7 to 8; read:
was 6 feet across the bar to the Intracoastal Waterway; thence in March 2002, 12 feet to the head of the canal at the Port of Iberia.
(CL 879/01; CL 1508/02; CL 1212/02) 39/02

Page 322—Paragraph 281, line 2; read:
Acadiana Navigational Channel in Bayou Carlin branches ...
(CL 1914/01) 39/02

Page 324—Paragraph 301, lines 5 to 8; read:
Intracoastal City. In May 2002, the controlling depth in the entrance channel was 9 feet to the canal, thence 5 feet in the canal to Light 14, thence 7 feet to Schooner Bayou Canal, thence 10 ...
(DDs 2973-91) 39/02

Page 325—Paragraph 323 to Paragraph 324, line 7; read:
In 1982, the controlling depth was 3 feet through the natural entrance to the upper end of Lower Mud Lake.
In May 2002, the controlling depths were 8 feet from sea through the jettied entrance channel, thence 8 feet through the marked channel in Lower Mud Lake, thence 4 feet to the State Route 82 highway bridge, thence 6 feet to Grand Chenier about 6 miles above the mouth of the river, thence 4 feet to the control structure at Catfish Point; thence in 1997, 3.5 feet to and through Grand Lake, to the Intracoastal Waterway, thence 9.5 feet ...
(NOS 11345; DDs 2992-3007; DDs 2563-64) 39/02

Page 398—Paragraph 409, line 5; read:
at Matagorda can handle craft up to 40 feet.
The Colorado River By-Pass Channel, at Mile 440.8
leads S about 0.5 mile and joins the Colorado River. In November 2001, the controlling depth in the channel was 9 feet.
(CL 333/02; 18/02 CG8) 39/02

COAST PILOT 6 32 Ed 2002 Change No. 5
LAST NM 33/02

Page 84—Paragraph 1882, line 6; read:
prohibited at all times.

§165.908 Security Zones; Captain of the Port Detroit Zone, Selfridge Army National Guard Base.

(a) *Location.* The following is a security zone: All waters and adjacent shoreline of Lake St. Clair encompassed by a line commencing at the northeast corner of Selfridge Army National Guard Base at 42°37.8'N., 082°49.1'W.; east to 42°37.8'N., 082°48.45'W. (approximately one half mile from shore); south to 42°37.2'N., 082°48.45'W.; then southeast to 42°36.8'N., 082°47.2'W.; then southeast to 42°36.4'N., 082°47.9'W (northeast corner of the Westside breakwall at the entrance to Mac and Rays Marina); then following the shoreline back to the beginning.

(b) *Regulations.* (1) In accordance with §165.33, entry into this zone is prohibited unless authorized by the Coast Guard Captain of the Port Detroit. Section 165.33 also contains other general requirements.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number (313) 568-9580, or on VHF channel 16 to seek permission to transit the area. If permission is granted, all persons and vessels shall comply with the instructions of the Captain of the Port or his or her designated representative.

(c) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

COAST PILOT 6 (Continued)

§165.915 Security zones; Captain of the Port Toledo Zone, Lake Erie.

(a) *Security zones.* The following areas are security zones:

(1) *Enrico Fermi 2 Nuclear Power Station.* All waters and adjacent shoreline encompassed by a line commencing at 41°58.4'N., 083°15.4'W.; then northeast to 41°58.5'N., 083°15.0'W.; then southeast to 41°58.2'N., 083°13.7'W.; then south to 41°56.9'N., 083°13.8'W.; then west to 41°56.9'N., 083°15.2'W.; then back to the starting point at 41°58.4'N., 083°15.4'W. (NAD 83).

(2) *Davis Besse Nuclear Power Station.* All waters and adjacent shoreline encompassed by a line commencing at 41°36.1'N., 083°04.7'W.; north to 41°37.0'N., 083°03.9'W.; east to 41°35.9'N., 083°02.5'W.; southwest to 41°35.4'N., 083°03.7'W.; then back to the starting point 41°36.1'N., 083°04.7'W (NAD 83).

(b) *Regulations.* (1) In accordance with §165.33, entry into this zone is prohibited unless authorized by the Coast Guard Captain of the Port Toledo Section 165.33 also contains other general requirements.

(2) Persons desiring to transit through either of these security zones, prior to transiting, must contact the Captain of the Port Toledo at telephone number (419) 418-6050, or on VHF/FM channel 16 and request permission. If permission is granted, all persons and vessels shall comply with the instructions of the Captain of the Port or his or her designated representative.

(c) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.916 Security Zones; Captain of the Port Milwaukee Zone, Lake Michigan.

(a) *Location.* The following are security zones:

(1) *Kewaunee.* All navigable waters of Western Lake Michigan encompassed by a line commencing from a point on the shoreline at 44°20.6'N., 087°32.0'W., then easterly to 44°20.6'N., 087°31.9'W., then southerly to 44°20.4'N., 087°31.9'W., then westerly to 44°20.4'N., 087°32.1'W., then northerly following the shoreline back to the point of origin. All coordinates are based upon North American Datum 1983.

(2) *Point Beach.* All navigable waters of Western Lake Michigan encompassed by a line commencing from a point on the shoreline at 44°17.06'N., 087°32.15'W., then northeasterly to 44°17.12'N., 087°31.59'W., then southeasterly to 44°16.48'N., 087°31.42'W., then southwesterly to 44°16.42'N., 087°32.02'W., then northwesterly along the shoreline back to the point of origin. All coordinates are based upon North American Datum 1983.

(b) *Regulations.* (1) In accordance with §165.33, entry into this zone is prohibited unless authorized by the Coast Guard Captain of the Port Milwaukee. Section 165.33 also contains other general requirements.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number (414) 747-7155 or on VHF-FM Channel 16 to seek permission to transit the area. If permission is

granted, all persons and vessels shall comply with the instructions of the Captain of the Port or his or her designated representative.

(c) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

Subpart G-Protection of Naval Vessels**§165.2010 Purpose.**

This subpart establishes the geographic parameters of naval vessel protection zones surrounding U.S. naval vessels in the navigable waters of the United States. This subpart also establishes when the U.S. Navy will take enforcement action in accordance with the statutory guideline of 14 U.S.C. 91. Nothing in the rules and regulations contained in this subpart shall relieve any vessel, including U.S. naval vessels, from the observance of the Navigation Rules. The rules and regulations contained in this subpart supplement, but do not replace or supercede, any other regulation pertaining to the safety or security of U.S. naval vessels.

§165.2015 Definitions.

The following definitions apply to this subpart:

Atlantic Area means that area described in 33 CFR 3.04-1 Atlantic Area.

Large U.S. naval vessel means any U.S. naval vessel greater than 100 feet in length overall.

Naval defensive sea area means those areas described in 32 CFR part 761.

Naval vessel protection zone is a 500-yard regulated area of water surrounding large U.S. naval vessels that is necessary to provide for the safety or security of these U.S. naval vessels.

Navigable waters of the United States means those waters defined as such in 33 CFR part 2.

Navigation rules means the Navigation Rules, International-Inland.

Official patrol means those personnel designated and supervised by a senior naval officer present in command and tasked to monitor a naval vessel protection zone, permit entry into zone, give legally enforceable orders to persons or vessels within the zone, and take other actions authorized by the U.S. Navy.

Pacific Area means that area described in 33 CFR 3.04-3 Pacific Area.

Restricted area means those areas established by the Army Corps of Engineers and set out in 33 CFR part 334.

Senior naval officer present in command is, unless otherwise designated by competent authority, the senior line officer of the U.S. Navy on active duty, eligible for command at sea, who is present and in command of any part of the Department of Navy in the area.

U.S. naval vessel means any vessel owned, operated, chartered, or leased by the U.S. Navy; any pre-commissioned vessel under construction for the U.S. Navy, once launched into the water; and any vessel under the operational control of the U.S. Navy or a Combatant Command.

Vessel means every description of watercraft or other artificial contrivance used, or capable of being used, as a means

COAST PILOT 6 (Continued)

of transportation on water, except U.S. Coast Guard or U.S. naval vessels.

§165.2020 Enforcement authority.

(a) *Coast Guard.* Any Coast Guard commissioned, warrant or petty officer may enforce the rules and regulations contained in this subpart.

(b) *Senior naval officer present in command.* In the navigable waters of the United States, when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to exercise effective control in the vicinity of large U.S. naval vessels, the senior naval officer present in command is responsible for the enforcement of the rules and regulations contained in this subpart to ensure the safety and security of all large naval vessels present. In meeting this responsibility, the senior naval officer present in command may directly assist any Coast Guard enforcement personnel who are present.

§165.2025 Atlantic Area.

(a) This section applies to any vessel or person in the navigable waters of the United States within the boundaries of the U.S. Coast Guard Atlantic Area, which includes the First, Fifth, Seventh, Eighth and Ninth U.S. Coast Guard Districts.

Note to §165.2025 paragraph (a): The boundaries of the U.S. Coast Guard Atlantic Area and the First, Fifth, Seventh, Eighth and Ninth U.S. Coast Guard Districts are set out in 33 CFR part 3.

(b) A naval vessel protection zone exists around U.S. naval vessels greater than 100 feet in length overall at all times in the navigable waters of the United States, whether the large U.S. naval vessel is underway, anchored, moored, or within a floating dry dock, except when the largest naval vessel is moored or anchored within a restricted area or within a naval defensive area.

(c) The Navigation Rules shall apply at all times within a naval vessel protection zone.

(d) When within a naval protection zone, all vessels shall operate at the minimum speed necessary to maintain a safe course, unless required to maintain speed by the Navigation Rules, and shall proceed as directed by the Coast Guard, the senior naval officer present in command, or the official patrol. When within a naval vessel protection zone, no vessel or person is allowed within 100 yards of a large U.S. naval vessel unless authorized by the Coast Guard, the senior naval officer present in command, or official patrol.

(e) To request authorization to operate within 100 yards of a large U.S. naval vessel, contact the Coast Guard, the senior, naval officer present in command, or the official patrol on VHF-FM channel 16.

(f) When conditions permit, the Coast Guard, senior naval officer present in command, or the official patrol should:

(1) Give advance notice on VHF-FM channel 16 of all large U.S. naval movements;

(2) Permit Vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a large U.S. naval vessel in order to ensure a safe passage in accordance with Navigation Rules; and

(3) Permit commercial vessels anchored in a designated anchorage area to remain at anchor when within 100 yards of passing large U.S. naval vessels; and

(4) Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of a moored or anchored large U.S. naval vessel with minimal delay consistent with security.

Note to §165.2025 paragraph (f): The listed actions are discretionary and do not create any additional right to appeal or otherwise dispute a decision of the Coast Guard, the senior naval officer present in command, or the official patrol.

(FR 5/13/02; FR 6/4/02; FR 6/7/02; FR 7/31/02; CL 1097/02; CL 1120/02; CL 1483/02; CL 1523/02) 39/02

COAST PILOT 6 32 Ed 2002 Change No. 6

Page 59—Paragraph 983, line 1; read:

(2) ISM Code notice beginning January 1, 2002, if your vessel ...

(FR 1/18/02) 39/02

Page 189—Paragraph 548, line 2; read:

Station is prominent NW of the mouth of the Toussaint River.

A **security zone** has been established in the waters off Locust Point, just NW of the Toussaint River mouth. (See **33 CFR 165.1 through 165.8, 165.30 through 165.33, and 165.915**, chapter 2 for limits and regulations.)

(CL 1483/02; FR 7/15/02) 39/02

Page 195—Paragraph 628, line 4; read:

prominent.

A **security zone** has been established in the waters off the Enrico Fermi Power Plant, between Stony Point and Swan Creek. (See **33 CFR 165.1 through 165.8, 165.30 through 165.33, and 165.915**, chapter 2 for limits and regulations.)

(CL 1483/02; FR 7/15/02) 39/02

Page 213—Paragraph 38, lines 5 to 7; read:

detached breakwater marked by two lights on each end, and the NW basin is marked by two lights. A **security zone** has been established in the waters off Selfridge Air National Guard Base in Anchor Bay. (See **33 CFR 165.1 through 165.8, 165.30 through 165.33, and 165.908**, chapter 2 for limits and regulations.)

(FR 6/7/02; CL 1120/02; LL/02; NOS 14853) 39/02

Page 320—Paragraph 831, line 10; read:

prominent.

Security zones have been established in the waters off the Point Beach Nuclear Power Plant and Kewaunee Nuclear Power Plant, between Rawley Point and Kewaunee. (See **33 CFR 165.1 through 165.8, 165.30 through 165.33, and 165.916**, chapter 2 for limits and regulations.)

(FR 7/31/02; CL 1523/02) 39/02

COAST PILOT 6 32 Ed 2002 Change No. 7

Page T-27—Table; replace with below:

New table titled **Distances Between Ports on Lake Superior** from back of this Subsection.

(CL 846/02) 39/02

Page 204—Paragraph 118, line 1; read:

Short Cut Canal 21 is the section at the entrance to River ...
(CL 1170/02) 39/02

Page 204—Paragraph 118, line 6 to Paragraph 119, line 2; read:

Short Cut Canal 21 and Old Channel has created **Zug Island**, which is occupied by large industrial corporations.

The Federal Project provides for a depth of 25 feet in Short Cut Canal 21 and River Rouge to about 300 feet below the ...
(CL 1170/02) 39/02

Page 204—Paragraph 119, lines 8 to 10; read:

junction with Short Cut Canal 21. (See Notice to Mariners and latest editions of charts for controlling depths.) The N side of the entrance to Short Cut Canal 21 is marked by a lighted buoy. Rapid ...
(CL 1170/02) 39/02

Page 204—Paragraph 120, line 2 to Paragraph 121, line 2; read:

Rouge and Short Cut Canal 21. (See **33 CFR 162.130 through 162.140**, chapter 2, for navigation regulations.)

Wharves.—Both sides of River Rouge and Short Cut Canal 21 are lined by industrial corporations and their deep-draft facilities.
(CL 1170/02) 39/02

Page 204—Paragraph 122 to Paragraph 123, line 2; read:

Facilities along the S side of Short Cut Canal 21 and River Rouge:

Michigan Marine Terminal Wharf: at the junction of Short Cut Canal 21 and Old Channel; 700-foot face; 22 feet alongside; ...
(CL 1170/02) 39/02

Page 205—Paragraph 133; read:

Facilities on the N side of River Rouge above Short Cut Canal 21:
(CL 1170/02) 39/02

Page 206—Paragraph 149, line 3; read:

junction with Short Cut Canal 21; 1,000 feet of berthing space along natural ...
(CL 1170/02) 39/02

Page 206—Paragraph 150, line 3; read:

Short Cut Canal 21; 1,300 feet of berthing space along natu-

ral bank; ...

(CL 1170/02) 39/02

Page 206—Paragraph 151, line 3; read:

feet N of the mouth of Short Cut Canal 21; 1,000-foot face; 27 feet ...
(CL 1170/02) 39/02

Page 210—Paragraph 202, line 4; read:

mouth of Short Cut Canal 21. Detroit Boat Basin, Inc., opposite the ...
(CL 1170/02) 39/02

**COAST PILOT 7 33 Ed 2001 Change No. 31
LAST NM 37/02**

Page 185—Paragraph 169; strike out.

(CL 1552/01) 39/02

Page 294—Paragraph 223, lines 8 to 9; read:

1.1 miles W of the entrance to the bay, and a bell buoy is closer inshore.
(31/02 CG13; LL/02) 39/02

Page 427—Paragraph 427, lines 1 to 2; read:

Warning.—Kahoolawe is under Naval jurisdiction. The island was previously used as a military target area for bombing and gunnery training.
(CL 1626/02) 39/02

Page 460—Paragraph 998, line 5; read:

over a shoal extending for about 2 or 3 miles in an E-W direction.

Charts 83633, 83637.—Johnston Atoll (16°45'N., 169°31'W.) is about 780 miles WSW of the island of Hawaii. Johnston Atoll consists of four islets that lie on a reef about 9 miles long in a NE-SW direction. Johnston Island, the largest island, lies about 2 miles inside the SW end of the reef. **Sand Island** and **Hikina Island** lie about 1 and 2 miles NE of Johnston Island, respectively; **Akau Island** is about 1.5 miles N of Sand Island.

Johnston Atoll is a possession of the United States; it is administered by the Department of Defense and under management of Field Command, Defense Special Weapons Agency (FCDSWA). Additionally, Johnston Atoll is designated as a National Wildlife Refuge and is administrated as such by the Department of the Interior, United States Fish and Wildlife Service. The atoll is closed to the general public and unauthorized vessels without prior clearance shall not be navigated with 3 miles of the atoll's perimeter.

Prominent features.—The Joint Operations Building, with its aviation beacon, stands on the NE end of the island. The Johnston Atoll Chemical Agent Disposal System stands on the SW portion of the island. Both buildings are prominent. Sand Island has several buildings which show as separate radar targets. The outline of the island does not show until within 10 miles of the island.

Channels.—The main entrance channel is entered S of

COAST PILOT 7 (Continued)

Johnston Island and leads to the harbor. The harbor consists of a turning basin within the lagoon about midway between Johnston and Sand Islands. The entrance channel is marked by lighted and unlighted buoys, daybeacons, and a 000° lighted range. In 1964, the entrance channel was dredged to a depth of 35 feet. The turning basin and harbor area have a depth of 35 feet. The berthing area alongside the main pier has a depth of 29.8 feet. Maximum draft for vessels entering the harbor under normal conditions is 28 feet. The largest vessel to enter was 656 feet long. Vessels bound for Johnston Island ship channel should approach the channel from the S, passing through position 16°41'N., 169°31'W. and then proceed to the pilot boarding position. Ships should not enter at night or when cross channel winds exceed 25 knots.

Anchorage.—Vessels drawing more than 28 feet should anchor in the channel approach area S of the channel entrance. Anchorage is prohibited within the area of an arc extending 1.5 miles S and SE from Johnston Atoll Channel Entrance Lighted Buoy 2. Anchorage is prohibited in an area situated near the center of the turning basin.

Dangers.—A barrier reef surrounds Johnston Island, and extends in an arc from about 2 miles W to about 7 miles NE of the island. Depths outside the reef drop off to 600 feet about 0.4 mile off. With heavy breakers on the reef, a 2 to 3-foot surge exists inside the lagoon. From the NE, via S to SW is a foul area with a very irregular bottom. The 600-foot curve lies 4 miles S of the center of Johnston Island; however, there are 34-foot shoals lying as close as 0.3 mile inside the curve and depths shallower than 10 fathoms can be found as far as 10 miles E and 6 miles SE of the Johnston Island.

Regulations.—Johnston Atoll is a Naval Defensive Sea Area and Airspace Reservation, and is closed to the public. Non-government vessels without prior clearance shall not be navigated within 3 miles of the atoll's perimeter. The administration of Johnston Atoll is under the jurisdiction of the Defense Special Weapons Agency, Commander, Johnston Atoll, APO AP 96558. Authorities at Johnston Atoll must receive ship visit requests a minimum of 5 days in advance, with the following information:

1. Purpose and authority of visit.
2. Name and type of vessel.
3. Vessel itinerary.
4. Crew and passenger manifest

The following regulations are in effect for all non-public vessels calling on Johnston Atoll:

1. Entrance to the harbor is not authorized at night.
2. Ships are required to night steam or anchor 3 miles S of Johnston Atoll to wait for daylight.
3. Observe carefully, rules and regulations prescribed by the Commander for navigation in harbors and anchorages of Johnston Atoll, and have on board an officer familiar with these waters while underway in these areas.
4. All persons on board shall be U.S. citizens.
5. No photographs will be taken from the vessel. All

cameras will be kept in the custody of the master so long as the vessel is in waters contiguous to Johnston Atoll.

6. While anchored, the vessel will maintain steam up and be prepared to get underway.

7. Dogs, cats, and other animals shall be confined on board.

8. Plants and fruits will not be imported without specific authority of the Commander of Johnston Atoll.

9. No garbage or ashes will be dumped overboard within 3 miles of Johnston Atoll. Ships will normally dump garbage before entering the channel. During the stay in port, garbage and trash removal will be arranged. Rat guards will be placed promptly on all lines, chains, hawsers, etc., used to make fast.

10. No oil or oily bilges may be pumped while in the harbor.

Communications with the atoll are under military supervision. Ships are requested to contact Johnston Atoll when within 100 miles of the atoll. The atoll can be contacted on VHF-FM channel 16 and on VHF 121.5 MHz and UHF 243.0 MHz; these frequencies are guarded 24 hours. Radio contact can also be established on other pre-coordinated marine frequencies.

Tides.—Johnston Atoll was recently added as a National Ocean Service tidal reference station. The mean range of tide is 1.9 feet, with maximum water level of 2.81 feet above MHHW and minimum water level -1.74 feet below MLLW. Currents in the entrance channel and inside the lagoon are highly variable and dependent upon observed wind speed and wave heights.

Weather.—Winds average 10 to 15 knots in summer and 15 to 25 knots in winter. They are from the E to NE about 90 percent of the time. The occasional Hawaiian Island storms are characterized by stormy S or SW winds and heavy rains. Brief showers occur frequently, but protracted bad weather is rare. Visibility is good, usually over 12 miles.

(CL 1607/02; LL/20) 39/02

Page 461—Paragraph 5, lines 3 to 5; read:

Howland Island, Baker Island, Jarvis Island, and Palmyra Atoll are administered by the U.S. Fish and Wildlife Service, Department of the Interior. The refuge boundaries extend outward to the 3-mile limit, except Palmyra Atoll with an outward boundary of 12 miles. Entry into the refuge ...

(CL 1607/02) 39/02

Page 461—Paragraph 7, lines 2 to 8; read:

(05°53'N., 162°05'W.).—Palmyra Atoll (Palmyra Island) is about 780 miles SSW of the island of Hawaii and is a National Wildlife Refuge (see National Wildlife Refuges, this chapter.)

(CL 1607/02) 39/02

WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

LAST NM 36/02

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA
										TIDE	SWELL	ICE	OTHER									
14470	SAN ANTONIO	CI	3335S	07138W	125	22294	S	CB	G	Y	N	N	N	N	A	L	L	M	04	L	Y	39/02
39550	MARINA DI CARRARA	IT	4402N	01002E	131	53106	V	CB	F	N	N	N	Y	N	K	G	K			Y	39/02	
48605	PORT MUHAMAMAD BINQASIM	PK	2446N	06720E	173	63053	S	CB	G	Y	Y	N		N	J	C	H	J		L	N	39/02
48620	MANDVI	IN	2250N	06921E	173	63062	S	CB	F	Y	N	N	Y		A	M	O		11	L		39/02
48690	VERAVAL	IN	2054N	07022E	173	63070	V	OR	F	N	N	N	Y		H	E	O		07	L		39/02
48710	DIU HARBOR	IN	2043N	07100E	173	63080	V	CN	F	N	N	N	Y		L	L						39/02

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY U.S. REPRESENTATIVE ETA MESSAGE	PILOTAGE			TUGS SALVAGE TUGS ASSIST	QUARANTINE		COMMUNICATIONS				LOAD/ OFFLOAD				MEDICAL FACILITIES GARBAGE DISPOSAL DEGAUSS DIRTY BALLAST	CRANES		LIFTS			SERVICES			SUPPLIES				REPAIR DRYDOCK RAILWAY
		COMPULSORY AVAILABLE	LOCAL ASSIST ADVISEABLE			PRATIQUE DERATT CERT OTHER	TELEPHONE TELEGRAPH RADIO RADIO TEL AIR RAIL	WHARVES ANCHOR MED MOOR BEACH MOOR ICE MOOR					FIXED MOBILE FLOATING	100 TONS PLUS 50 - 100 TONS 25 - 49 TONS 0 - 24 TONS	LONGSHORE ELECT STEAM NAVIG EQUIP ELECT REPAIR		PROVISIONS WATER FUEL OIL DIESEL OIL DECK ENGINE												
14470	Y N Y	Y Y	Y		Y		Y Y Y Y	Y	Y Y		Y	N	Y Y		Y			Y				Y Y Y Y		B	M				
14570	N Y	Y Y			N Y		Y Y Y Y Y Y	Y Y			Y Y	N	Y Y					Y Y	Y Y N N N N			Y Y Y Y N N		C					
39550	Y	Y Y			Y		Y Y	Y Y Y	Y Y Y		Y	N	Y		Y			Y				Y Y Y Y		C					
48605	N N Y	Y Y			N Y			Y	Y Y		Y	N	Y		Y Y					N	Y Y Y Y N N		C						
48650	Y N Y	N N	Y Y		N Y	Y	Y Y Y	Y Y	Y		Y	N	Y				Y	Y			Y Y Y Y		N						
48680	Y N Y	Y Y			N Y	Y Y	Y	Y	Y Y		Y	N	Y				Y	Y			Y Y Y Y	N	C						
48730		Y Y Y Y							Y		Y		Y								Y								

DISTANCES BETWEEN POINTS ON LAKE SUPERIOR
(Statute Miles)[illegible]